

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:
TAKI TOO
DCA-03-MM-036

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Thursday,
June 19, 2003

INTERVIEW OF:

RAYMOND ANDERSON

PRESENT:

ROBERT FORD
BILL WOODY
KENNETH LAWERMAN
LIEUTENANT GILMORE

1 P R O C E E D I N G S

2 MR. FORD: It is June 19, 2003, 14:50 in the
3 afternoon. My name is Bob Ford with the National
4 Transportation Safety Board. I will have the other
5 ones introduce themselves.

6 MR. WOODY: Bill Woody, with the tape
7 recorder.

8 MR. LAWERSON: Ken Lawerson with the Coast
9 Guard Marine Safety Office, Portland, Oregon.

10 LIEUTENANT GILMORE: Lieutenant Gilmore,
11 Portland, Oregon.

12 MR. FORD: You can introduce yourself, sir.

13 MR. ANDERSON: I am Seaman Raymond Anderson,
14 Coast Guard Station, Tillamook Bay.

15 MR. FORD: And how long have you been in the
16 Coast Guard?

17 MR. ANDERSON: I started boot camp February
18 11, graduated April 4 and I have been at Station
19 Tillamook Bay since the 17 of April.

20 MR. FORD: Of this year.

21 MR. ANDERSON: Of this year.

22 MR. FORD: And your age?

23 MR. ANDERSON: I am 24.

24 MR. FORD: What can you tell us about the
25 morning of June 14 in regards to the sinking of the

1 Taki Too?

2 MR. ANDERSON: In regards to it, I didn't get
3 see anything. I was, I had four a.m. tower, which I
4 means I have to be in the tower before, 45 minutes
5 before first light. Approximately 4:40, I was in the
6 tower. I called the station, reported the tower was
7 manned. I was in there, the motor life boat 210 come
8 out for first light bar report. They got the bar
9 conditions and reported them back. And then they
10 stayed on bar patrol up until about, 5:30, 5:45, the
11 Oakland, told me that the Oakland Pilot was coming out
12 of the mariner around the corner, to go ahead and hail
13 them, see how many people they had onboard, and see
14 when their estimated time back to Garibaldi was.

15 And so I did that. Then the Norwester come
16 out, did the same thing to them, about 15 minutes
17 later, the Taki Too and the D&D -- and the 47 footer
18 stayed on bar control, approximately, there was really
19 no movement. All four of them come out, the bar
20 conditions were, I mean, constant, like 10 foot breaks
21 with an occasional one coming through 12, 15 feet. So,
22 there was, all four boats were just sitting right at
23 the, between the tips, if the tips are out here, they
24 will sitting back across 150, 100 yards, counting the
25 series, because there were eight to 10 waves coming on

1 a series. They were waiting for a lull, you know, and
2 you could just see them all sitting there waiting and
3 approximately 6:45 I was getting ready to change out
4 from my duty, the fishing vessel Norwester, went across
5 the bar and made it over the first break, caught the
6 second break on the front port side, did it basically
7 straight up in the air, went down in the lull. I
8 mean, at that point even from the tower, when it was
9 down inside the trough, or down the side of the trough
10 of the two waves, I could see it connected with the 2-
11 1-0 telling them that, hey, they took a hard hit. They
12 are down in the trough. And as soon as they come back
13 up, I said, they out of the surf, they are clear. So,
14 2-1-0 was notified they made it out.

15 Approximately five minutes later, the Oakland
16 Pilot went through. They made it through a little bit
17 easier, they were in the surf line a little bit longer,
18 so they rode it out. They got down in the trough of
19 the wave, and rode it out. And cut up and over further
20 down. They made it out. And then from there Seaman
21 Long came into relieve me, and I let him know, I said,
22 hey, the Norwester, and the Oakland Pilot just went
23 through and they took a beating really bad. And the
24 other two boats that were, the Taki Too and the D&D
25 which are, you know, 10 and 12 feet shorter, smaller

1 than the other boats, I was just like, you know, keep
2 an eye on these ones, there could be trouble.

3 I then went up to get breakfast, before I
4 headed down to the station and the call came in that,
5 the second boat, the 2-5-4, for the Taki Too had
6 flipped over in the surf. And at that time I went in
7 radio communications in the Comm Room with Seaman
8 Patterson.

9 MR. FORD: But, the Taki Too definitely
10 arrived near the tower before the D&D, then?

11 MR. ANDERSON: Yes, well, they come out, they
12 come out in like groups of, like together, because the
13 same company, they leave at the same time. And I would
14 have to check exactly what on the slip, but, I mean, it
15 was like identical times that they come out, you know,
16 side by side and then they just, you know, whether they
17 come out of a mariner at the same time doesn't mean
18 they cross the bar at the same time, because they were
19 all sitting in a pod of four. And actually there was
20 one small boat, the Amanda, sitting out there. There
21 was no reason for him to even think about trying to
22 cross the bar. But, there is, the four of them,
23 sitting in a group of four, and the Norwester and the
24 Oakland Pilot just happened to go, the first two. And
25 I wasn't there to witness who went first between the

1 Taki Too and the D&D.

2 MR. FORD: Okay. As they cleared, they
3 obviously headed a bit to the northwest. I am not
4 going to say specific northwest heading, but, as it
5 crosses pass the north tip jetty, did you lose the
6 visibility for sight of the two or either one?

7 MR. ANDERSON: I did lose sight for maybe two
8 to three seconds with the Norwester, it was down inside
9 and just the height of the waves from being down
10 inside, I lost it and then when it started coming back
11 up, I got a view of it again, let them that I had a
12 visual and they had cleared the surf.

13 MR. FORD: Did you lose sight of them after it
14 was, stood straight up or before?

15 MR. ANDERSON: After it stood straight up,
16 right as it was going off the bar. I mean, it took the
17 first one, second one hit it really hard, kind of a
18 front port side, and lifted it up.

19 MR. FORD: Is this the worse conditions you
20 have seen since you have been there?

21 MR. ANDERSON: Since I have been here, yes.

22 MR. FORD: Okay. And how, in the period you
23 have been here, how comfortable do you feel with
24 evaluating the sets coming in?

25 MR. ANDERSON: I feel pretty comfortable

1 coming in, the sets. They teach you pretty well down
2 there, about knowing what was going on, you know, I
3 mean, I knew for a fact, as soon as I got back to the
4 station, before this had even happened, I had told the
5 guy, there is no reason for anybody to be crossing the
6 bar right now. There is no reason.

7 MR. FORD: Well, could you identify lulls as
8 the Norwester and the other one went out?

9 MR. ANDERSON: Oh, yeah, you can, you could
10 definitely identify, I mean, it was, it would come in
11 on a series of eight to 10, and then you get a break
12 of, it was approximately five or six seconds at the
13 most, before you would get, and then you would have to
14 jump in at those, and then go again, but it wasn't much
15 of a break in-between.

16 MR. FORD: So, they are gunning it and getting
17 moving at that break.

18 MR. ANDERSON: At that break. They would take
19 it and they would go.

20 MR. FORD: And then what would they do, could
21 you see what they did then?

22 MR. ANDERSON: Both the Norwester and the
23 Oakland Pilot, both, took two waves and then started
24 the north, their northwest track in through and they
25 kind of ride it out, they would get outside the tip,

1 and then pull it back up and over and out of the surf
2 zone.

3 MR. FORD: Okay. Do you know what, what VHS
4 channel they communicate on, like through, the
5 commercial fishermen?

6 MR. ANDERSON: To?

7 MR. FORD: To each other?

8 MR. ANDERSON: To each other. Not right
9 offhand, no.

10 MR. FORD: Okay.

11 MR. ANDERSON: I have got a piece of paper
12 that shows it.

13 MR. FORD: Okay. VHS 79, does that ring a
14 bell, that they communicate amongst each other with
15 that? You are not aware of it. You obviously don't
16 switch over to 79 and listen.

17 MR. ANDERSON: No, no, not 79.

18 MR. FORD: Okay. Bill, you want to try it?

19 MR. WOODY: I think that, the time you had the
20 Norwester, 6:45, I think you said it was, the Norwester
21 caught by the first waves.

22 MR. ANDERSON: It was like right in that area,
23 because it was like five minutes --

24 MR. WOODY: He caught the first and caught the
25 second.

1 MR. ANDERSON: What is that?

2 MR. WOODY: I think it was, he went over the
3 first big wave, got caught by the second.

4 MR. ANDERSON: Caught by the second wave.

5 MR. WOODY: And when it was, was it stern up
6 or was the bough down?

7 MR. ANDERSON: It was stern up.

8 MR. WOODY: Stern up.

9 MR. ANDERSON: Bough was up. Stern was down.

10 MR. WOODY: Okay.

11 MR. ANDERSON: Bough was up.

12 MR. WOODY: Did you hear anything from the
13 Oakland Pilot about a window being broken or anything
14 like that?

15 MR. ANDERSON: Not over Channel 1-6, no.

16 MR. WOODY: Okay.

17 MR. ANDERSON: They did not relay anything
18 over Channel 1-6.

19 MR. WOODY: Okay. You said series of eight to
20 10 swells.

21 MR. ANDERSON: Eight to ten.

22 MR. WOODY: And then could be a lull, the lull
23 came just --

24 MR. ANDERSON: A short time, I mean, from
25 where I was seeing, it was maybe five to six seconds,

1 and then it was another one coming in. It wasn't much
2 of a break. I mean, it was pretty constant out there.

3 MR. WOODY: -- when the Norwester went over,
4 did you identify the -- he was counting on getting
5 through, did you see a lull at that time?

6 MR. ANDERSON: I was not counting the lull at
7 that time. I had been counting it earlier, to myself,
8 just to know what it was, and then I was keeping an eye
9 on the 2-1-0 to see what their, what they were doing,
10 and then I looked up, keep an eye on the boats and
11 there was no, there is no way, it is not like, they
12 don't call the tower and say, hey, we are going. You
13 are just keeping an eye on them, making sure everything
14 is okay, and then they just go.

15 MR. WOODY: Okay. Okay. This time of year, is
16 that the time that they started or --

17 MR. ANDERSON: Approximately, it was
18 approximately that time that they --

19 MR. WOODY: Started out.

20 MR. ANDERSON: Yeah, it was about 10, it could
21 have been five minutes before, but I am trying to, I
22 had about a five, 10 minute break where the Taki Too
23 and the D&D was still sitting in the bay before I left
24 off of my, off of my --

25 MR. WOODY: Okay. And did you watch them go

1 out to the, the Norwester, did you watch it through
2 your big eyes.

3 MR. ANDERSON: Watching through the big eyes,
4 yes.

5 MR. WOODY: Okay.

6 MR. ANDERSON: The 2-1-0 relayed to me keep an
7 eye on them through the big eyes.

8 MR. WOODY: Okay.

9 MR. ANDERSON: Just to make sure.

10 MR. WOODY: How high are you up in the air
11 there, the height of your tower?

12 MR. ANDERSON: The height of our tower, I
13 would have to say it is probably somewhere right around
14 40 feet, somewhere in there.

15 MR. WOODY: Forty feet.

16 MR. ANDERSON: I don't know the exact height
17 of that, but, my guess is somewhere right around
18 there.

19 MR. WOODY: When the boats go out, do you
20 typically lose sight of them when they go around,
21 around the north, before he got to the northwest?

22 MR. ANDERSON: On a calm day?

23 MR. WOODY: Any day, like that day.

24 MR. ANDERSON: Typically, no, typically you
25 don't lose sight of them.

1 MR. WOODY: You don't lose sight of them
2 typically.

3 MR. ANDERSON: No, no. You typically, you can
4 see everything that goes on.

5 MR. WOODY: Okay.

6 MR. ANDERSON: It was pretty rough, sir.

7 MR. WOODY: How long do you track it with the
8 big eyes before you go to the next boat?

9 MR. ANDERSON: When, on a day like that, on,
10 you see on a calm day with the bar is not restricted,
11 you don't even have to look through the big eyes, you
12 can watch them go on out, open eye. If you don't see
13 anything, you can see them cross the bar. I mean, there
14 is no problem with that. But, on a day like this, all
15 you seen was big waves, you can see the back of the
16 boat, front of the boat, and then waves crashing.

17 MR. WOODY: You said this was probably one of
18 the worse days that you have seen since you have been
19 stationed.

20 MR. ANDERSON: Since I have been here.

21 MR. WOODY: Going back to that, how many did
22 you see like this, what was the worse day that week
23 before? I am trying to get an idea does this happen
24 every three or four days or just, could it be five days
25 running, or any type of a cycle you can --

1 MR. ANDERSON: Since I have been on duty,
2 since I have been here, I think the high as I seen them
3 was a six to eight.

4 MR. WOODY: Six to eight.

5 MR. ANDERSON: Was the highest I had seen them
6 until that day.

7 MR. WOODY: Did you check the height, or did
8 you estimate this?

9 MR. ANDERSON: They do a, they do a bar report
10 in the morning, and I believe the bar report was, from
11 where they took it, I believe was, it was somewhere
12 eight to 10 or 10 to 12 and then, I mean, you could
13 obviously see that they were pretty big as I was coming
14 out there. When I was driving out to the tower, I
15 looked out there through the dark and I could see
16 breaks coming in half where the tower would be sitting
17 in the jetty.

18 MR. WOODY: How are you aware of, of bar
19 reports?

20 MR. ANDERSON: When you become qualified, you
21 learn to go out and do bar reports. That is the -- the
22 bar reports.

23 MR. WOODY: Okay.

24 MR. ANDERSON: And --

25 MR. WOODY: But, if you are going to take a

1 watch, how to do find out what that report says?

2 MR. ANDERSON: Comm Room. Call the Comms room
3 or when you are in the tower, when they give the first
4 light bar report, it comes over your radio.

5 MR. WOODY: Okay.

6 MR. ANDERSON: And you can record it there,
7 too.

8 MR. WOODY: I understand.

9 MR. ANDERSON: And then, I knew the waves were
10 like, about, you know, somewhere in-between eight and
11 10 feet, and then over the radio I did hear one of
12 our -- say they take about a 15 foot break. And the
13 waves were even bigger than what they were.

14 MR. WOODY: That was during your watch, you
15 heard the -- report.

16 MR. ANDERSON: That was when I was had been
17 gone down to the Comms room after --

18 MR. WOODY: After you were relieved.

19 MR. ANDERSON: After I was relieved, I went
20 down and basically took another watch inside the Comms
21 room and ran radios and telephones with the watch
22 stander. He was going to have communications with
23 helios, boats and all the phones, it is impossible to
24 be by yourself.

25 MR. WOODY: Okay. When the boats go out,

1 could you observe the, when the fun boats, have you
2 observed how they go out? They go --

3 MR. ANDERSON: Like a pleasure craft?

4 MR. WOODY: No, the charter boats.

5 MR. ANDERSON: The charter boats. Okay.

6 MR. WOODY: When they have a fishing party
7 going out. How do they proceed out? Do they go
8 southwest, do they go northwest? How do they that?

9 MR. ANDERSON: Usually when I, from what I
10 have seen, because they all are fishing for bottom
11 fish, they will go out and head to the northwest, or to
12 the north and then head out to sea out there. I guess
13 there is some kind of bottom fish grounds that they
14 fish out there a couple of miles out. But, that is
15 usually the area that I see charter boats go, is that
16 direction.

17 MR. WOODY: All right. I think you said you
18 would be able to see them all the way out.

19 MR. ANDERSON: You can watch, yeah, on a
20 normal day, you watch them, you can watch them without
21 big eyes through the bar.

22 MR. WOODY: Okay. If you have breakers, does
23 that cause them to take any kind of a zig zag course
24 around the breakers? Have you ever noticed anything
25 like that?

1 MR. ANDERSON: Not usually. I haven't seen
2 anything big enough to cause anybody to do that yet.

3 MR. WOODY: So, they go out pretty straight
4 when they go out.

5 MR. ANDERSON: Well, they will go out, they
6 will take the turn, but you know, they usually just
7 keep their course and just ride them out and go up and
8 over like it is not that big of a deal because it is
9 not usually anything quite like that day.

10 MR. WOODY: As far as you could tell --
11 Norwester, he went straight out that day, from what you
12 could tell?

13 MR. ANDERSON: He, he went straight out, when
14 he hit the first wave, he come down and to me it looked
15 like he took a hard right, up, after he, when he got
16 up, he went up, he come down, and when I seen the next
17 wave come, he was turning hard right and then got down
18 inside, rode it a little ways, and then cut up and
19 over.

20 MR. WOODY: I see.

21 MR. ANDERSON: So, I mean, it looked like it
22 was a little bit harder. And the Oakland Pilot
23 definitely went a little further down the surf line
24 than normally he would.

25 MR. WOODY: Before turning left and --

1 MR. ANDERSON: Before turning left and heading
2 out.

3 MR. WOODY: Okay. The Oakland Pilot, maybe
4 one zig to the right, and back --

5 MR. ANDERSON: Yes, and the Norwester hit two,
6 but just not quite as far as the Oakland Pilot, but
7 they are both, you know, a lot bigger boats than the
8 other one, so they can --

9 MR. WOODY: Now, when you go the bar and let's
10 say, we are going out west, how far past the bar do we
11 go before we come around to the portion of the west?

12 MR. ANDERSON: It depends on the day. I mean,
13 the, you know, you are suppose to out by the number one
14 buoy before they turn right, but, I mean, some of them
15 go, you know, usually half way or three quarters of the
16 way out and take a right. They just know the waters, I
17 guess, you know. I can't tell you. I am not, I am not
18 the pilot of their boats.

19 MR. WOODY: If you were going out on kind of a
20 rough day, which way do you leave the buoy, port or
21 starboard?

22 MR. ANDERSON: Depends on who is going out.

23 MR. WOODY: Okay. Yes, just take a day like
24 today and they are going to go to the northwest.

25 MR. ANDERSON: Charter, the charter boats.

1 MR. WOODY: The charter boats, yes.

2 MR. ANDERSON: Okay. If they are going out on
3 a day like today, I don't know what the bar conditions
4 are today, but, I mean, usually they all usually take
5 the same route. They get a couple of hundred yards out
6 pass the tip before they go.

7 MR. WOODY: Okay. They come to the right.

8 MR. ANDERSON: Yes.

9 MR. WOODY: And which was is that buoy, F
10 buoy?

11 MR. ANDERSON: The F buoy is off to the south
12 jetty, yeah.

13 MR. WOODY: Off to the south.

14 MR. ANDERSON: Yes.

15 MR. WOODY: Okay. All right, okay.

16 MR. ANDERSON: And then you have got the
17 number one and the T buoy off the north.

18 MR. WOODY: Okay. Which way --

19 MR. ANDERSON: As in the right hand side or
20 the left hand side?

21 MR. WOODY: Yeah, right.

22 MR. ANDERSON: They are on the right hand side
23 of the --

24 MR. WOODY: The buoy will be on the right hand
25 side, starboard side.

1 MR. ANDERSON: Well, the buoy would be on
2 their port side.

3 MR. WOODY: On the port side, okay.

4 MR. ANDERSON: On the port side, yes. They
5 would pass it to the right.

6 MR. WOODY: That is all I have.

7 UNIDENTIFIED SPEAKER: A quick question for
8 you, just so I understand what you have said. After
9 the Oakland Pilot, by that point, Seaman Long had shown
10 up to relieve you.

11 MR. ANDERSON: He showed up right about,
12 approximately five to ten minutes after the Oakland
13 Pilot had gone through.

14 UNIDENTIFIED SPEAKER: Which would have been
15 about --

16 MR. ANDERSON: It was like --

17 UNIDENTIFIED SPEAKER: Six, fifty, 6:55?

18 MR. ANDERSON: Six, fifty, it was more like
19 seven o'clock, 7:05 when he showed up. I was still
20 kind of just in awe at what I had just seen.

21 UNIDENTIFIED SPEAKER: Okay. So, Seaman Long
22 arrived at about seven o'clock.

23 MR. ANDERSON: Yeah, approximately seven
24 o'clock.

25 UNIDENTIFIED SPEAKER: Okay. And tell us what

1 kind of interchange you had to relieve the watch?

2 MR. ANDERSON: My exact words were "The bar is
3 pretty rough, here is the bar report and you just
4 missed some cowboy stuff pulled off by the Norwester
5 and the Oakland Pilot." So, I told him, I said, the
6 Norwester straight up on end, I said, that was pretty
7 crazy.

8 UNIDENTIFIED SPEAKER: All right, did long
9 did that interchange take?

10 MR. ANDERSON: We were probably in the Comms
11 room together for maybe two minutes.

12 UNIDENTIFIED SPEAKER: You mean in the tower?

13 MR. ANDERSON: In the tower, excuse me, in the
14 tower. All you do is you are passing the information,
15 you read over the log, you sign out and you put your
16 times in, and go down and go back and it was my turn to
17 eat breakfast.

18 UNIDENTIFIED SPEAKER: Okay. What was your
19 state of mind when you left, when you were --

20 MR. ANDERSON: Oh, I was --

21 UNIDENTIFIED SPEAKER: -- walking out the
22 door at the tower to head on down the ladder?

23 MR. ANDERSON: Just like a normal day, still
24 kind of like, I mean, like, I don't know, I have never
25 seen boats try to challenge something like that. So, I

1 was kind of like, kind of shocked, kind of cool,
2 actually, is what I thought, I haven't seen anything
3 like that. So, I was like, kind of like, to do the
4 Coast Guard thing, maybe, but it turned out to be not
5 the way you want to.

6 MR. FORD: Okay. You are part of the crew of
7 one of the MLBs on the 47 footer, right?

8 MR. ANDERSON: On certain days, yes, I am not
9 fourth crew qualified, which means I am, I go on
10 basically to do training.

11 MR. FORD: Okay.

12 MR. ANDERSON: And get port qualified.

13 MR. FORD: What is the worse condition you
14 have been on when you have been out there?

15 MR. ANDERSON: It has been pretty calm when I
16 have been out.

17 MR. FORD: I know there wasn't much time to
18 really possibly make this evaluation, so if you can't
19 do it, just say you can't do it. You had about a half
20 hour, 45 minutes of daylight to evaluate the surf, the
21 sea and everything.

22 MR. ANDERSON: Yeah, you actually got, when
23 you get out there, when the lights come up, when it is
24 breaking, white water shows up. It really does.

25 MR. FORD: Okay.

1 MR. ANDERSON: And so you can see it when the
2 sun isn't up.

3 MR. FORD: So, from the time that you first
4 got there until the time that you left, would you say
5 the condition remained the same, worsen or got better
6 or you just could not evaluate it?

7 MR. ANDERSON: I couldn't evaluate it.

8 MR. FORD: Okay. That is all I have. Thank
9 you very much.

10 UNIDENTIFIED SPEAKER: Who turns on the lights
11 at the tower for the restricted bar?

12 MR. ANDERSON: They come on whenever, like if
13 there is a bar, they do a bar report, and the --
14 requests to restrict the bar to all.

15 UNIDENTIFIED SPEAKER: Do you turn them on,
16 though?

17 MR. ANDERSON: I turn them on, yes.

18 UNIDENTIFIED SPEAKER: -- turn them on.

19 MR. ANDERSON: But, I don't, I don't turn them
20 on until it is, you know, the SDO concurs or the CDO
21 concurs, but, usually it is, they say restricted to
22 all, you automatically know that if the COXIAS says
23 they don't want any PCs and uninspected commercial
24 crafts going out, you know that the SDO and CDO are
25 concur and say, yes. So, you just switch them on.

1 UNIDENTIFIED SPEAKER: But, the light switch
2 is physically located at the tower.

3 MR. ANDERSON: At the tower, yes.

4 UNIDENTIFIED SPEAKER: Now, when you see a
5 rodeo like you saw there that day, do you ever call the
6 vessel and "Is everybody all right" or do you just wait
7 for them to initiate?

8 MR. ANDERSON: You usually wait for them to
9 initiate. When they go across the bar, you know, you
10 search for signs of trouble, a flag or, you know,
11 somebody waving their arms, but when both boats got
12 outside the surf, you look through the big eyes and see
13 both COXIAS were out, were going fishing.

14 MR. JONES: Bob Jones with the NTSB. When you
15 turned on the, would have turned on the lights at the
16 tower, did they automatically turn on at the lower
17 station also?

18 MR. ANDERSON: No, the lower station has its
19 own switch.

20 MR. JONES: Okay. So, there is --

21 MR. ANDERSON: Yes.

22 MR. JONES: Were you heading off to another
23 duty or another duty after you were relieved?

24 MR. ANDERSON: I was going down to the station
25 probably to do pre maintenance on the boats or

1 whatever.

2 MR. JONES: You do a lot of work routine that
3 day.

4 MR. ANDERSON: Yes. I had to work routine.
5 Whatever my section, my section leader had for me to do
6 for that day.

7 MR. JONES: Okay.

8 MR. ANDERSON: -- in the Comms room.

9 MR. JONES: Okay.

10 MR. FORD: Anything else?

11 Thank you very much.

12 (Whereupon, the interview was concluded.)